MOTOR RACING

Oct. 3-10 1958

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SCCA Upheaval!

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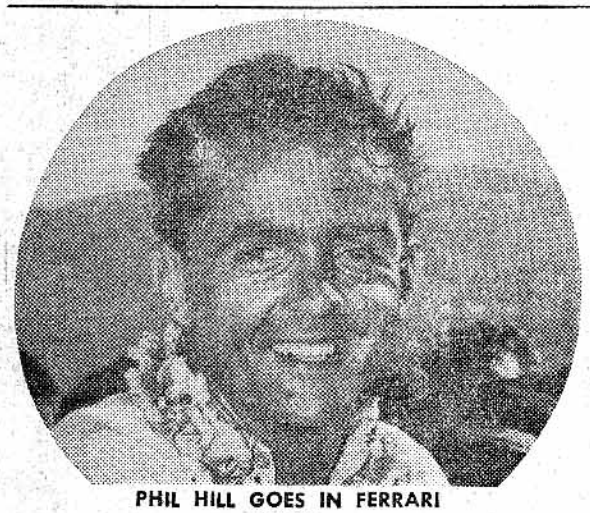
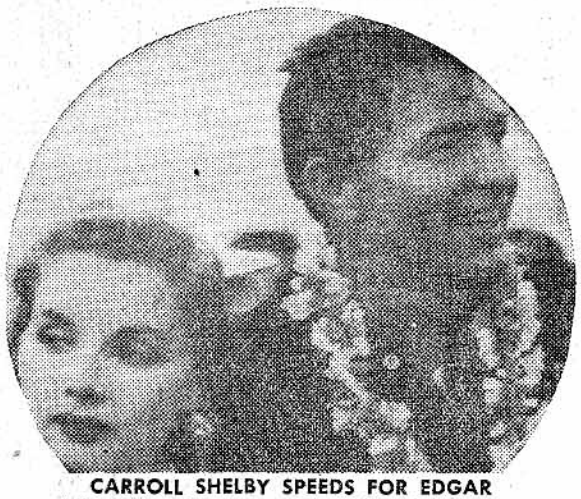


PHIL HILL GOES IN FERRARI



CARROLL SHELBY SPEEDS FOR EDGAR
That's Jan Harrison with Dallas Speedster

STIRLING MOSS RACES MASERATI

TOP DRIVERS Stirling Moss (4.5 Maserati), Phil Hill (4.1 Ferrari) and Carroll Shelbey (5.8 Lister Maserati) will race at Riverside Oct. 11-12 in the $12,500 USAC Grand Prix sports car races.

Stars Go at Riverside

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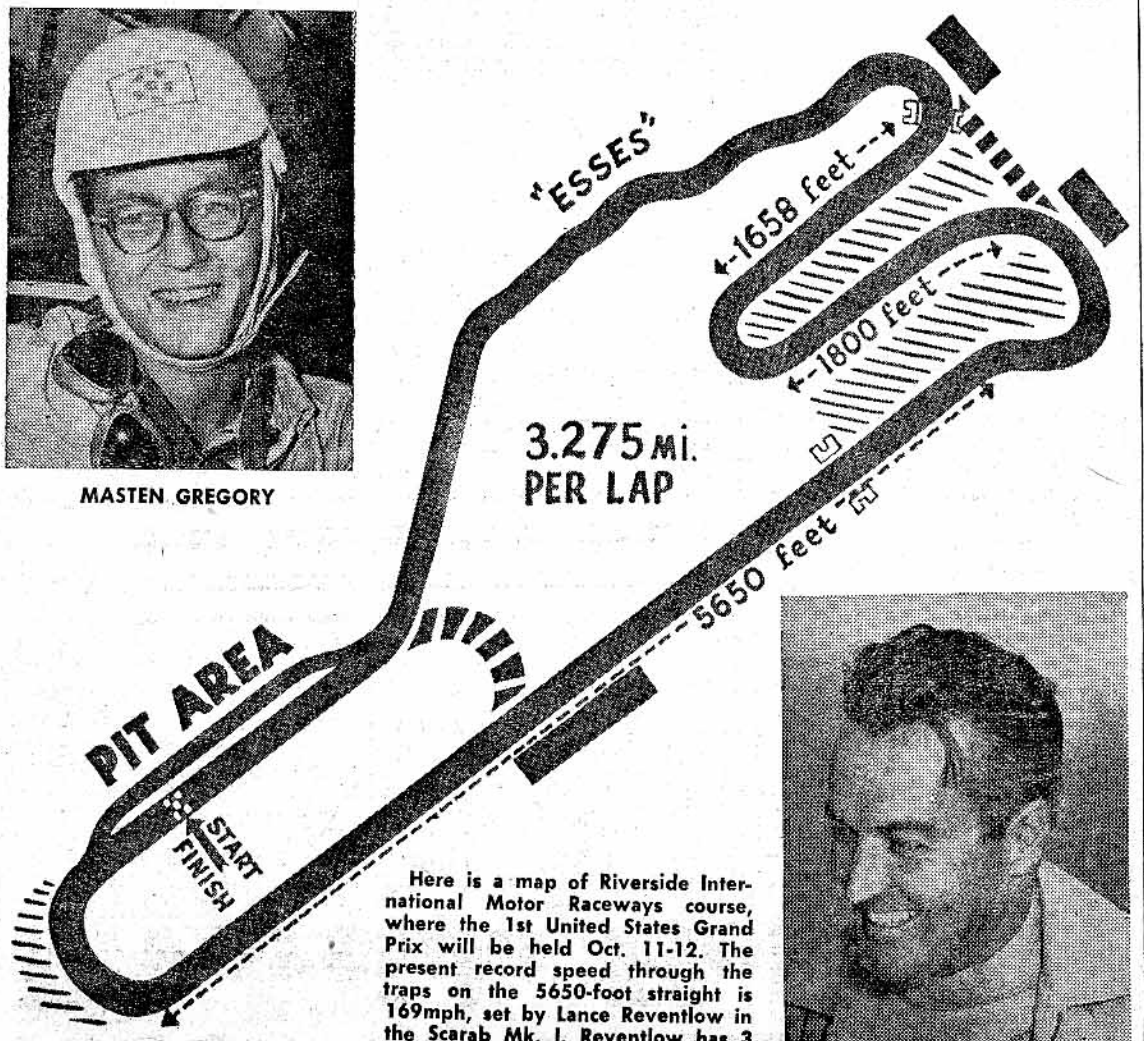
MASTEN GREGORY



Here is a map of Riverside International Motor Raceways course, where the 1st United States Grand Prix will be held Oct. 11-12. The present record speed through the traps on the 5650-foot straight is 169mph, set by Lance Reventlow in the Scarab Mk. I. Reventlow has 3 of the Chevy-powered Scarabs entered for the Oct. 11-12 race.

JOHNNIE PARSONS

Moss and Hill Top Riverside Field

One of the most representative fields in the history of western automobile racing is ready for the 200-mile United States Grand Prix for sports cars at Riverside International Raceway, Saturday and Sunday, Oct. 11-12.

A crowd of close to 75,000 is expected.

The race, for prize money of $12,500, is the first major pro sports car event in western America and is sanctioned by the United States Auto Club and approved by FIA.

Champions galore from various fields are entered, including this imposing list:

Phil Hill, winner at Sebring (with Peter Collins) and Le Mans (with Olivier Gendebien), 1958; Stirling Moss of London, of the Nurburgring, Germany, 1000km of endurance 1957-58 and the Mille Miglia, 1956; Troy Ruttman, Indianapolis Speedway champion, 1952; Johnnie Parsons, Indianapolis Speedway champion, 1950; Ray Crawford, winner of the 1954 Mexican Road Race and Jim Rathmann, winner this season of the Monza 500 with a new record of 166.788mph, the fastest automobile race of all time.

Moss drives Temple Buell's 4.5 Maserati, and Hill a 4.1 Ferrari.

Another top European Grand Prix driver entered is Roy Salvadori of England, who will be piloting a factory Aston Martin.

Potent Maserati

Other leading lights in the world of sports car and Formula I racing going at Riverside are Carroll Shelby, in a Maserati bored to 5.8 liters with a Lister chassis (528hp at 7000rpm); Masten Gregory, John Edgar's 4896cc Ferrari;

Richie Ginther, 3.0 Ferrari; John von Neumann, 4-1 Ferrari; Lance Reventlow and Chuck Daigh, in Chevy Scarabs; Dan Gurney, 4.9 Ferrari; Bob Oker, Aston Martin; Bill Krause, D-Jaguar; Ken Miles, 1600 Porsche RS; Max Balchowsky, Buick Spl.; Bob Drake, Cooper Climax.

The sterling field also includes Ak Miller of Whittier, who is remembered for driving his famous Iron Horse in two Mexican road races ahead of costly foreign machinery; and Mickey Thompson, who recently turned the fastest land time ever by an American, 294.117 miles per hour at Bonneville.

For the amateur drivers, there will be a 50-mile event for un-

(Continued on Page 2)

Top Field Goes at Vaca Valley

SACRAMENTO, Oct. 1.—Two of the Far West's leading big-bore drivers, John von Neumann, driving a 4.1 Ferrari, and young Lance Reventlow in one of his Chevy-Scarabs, compete in their last amateur races, an SCCA National Oct. 4-5, at the new nearby Vaca Valley course.

After that, they go the pro route, entering the USAC Riverside race. Their battle at Vaca Valley will mark resumption of their fierce duel recently at Minden-Gardnerville.

Lance will be driving the Scarab which Bruce Kessler drove at Santa Barbara, except that the Offy engine has been replaced by a Chevy mill.

Since the SF Region of SCCA announced it will allow pros in future races (the group will not be an SCCA affiliate), an exhibition of pros is planned. Phil Hill has been invited, and efforts will be made to lure Stirling Moss if he has arrived by then from England for the Riverside race.

Other top entrants include Pat Pigott, Andy Porterfield, J. P. Kunstle, Eldon Beagle, Sam Weiss, Don Dickey and Jack McAfee.

IN THE NEWS

CRAWFORD GLEN VICTOR

WATKINS GLEN, NY, Sept. 20—Young **Ed Crawford**, Northfield, Ill., driving a Jaguar-Lister, won the SCCA's (Glen Reg.) 101.2-mi. Grand Prix of America. He set a record of 88.4mph. **Walt Hansgen** was 2nd in the same type of car. **Peg Wyllie** averaged 74.3mph in a Lotus Climax to win the women's 25.3-mi. race.

PETER WHITEHEAD KILLED

PARIS, Sept. 20—**Peter Whitehead**, well-known British sports car driver, was killed in an auto race near here today. Details of the crash were not known. Peter and his brother, **Graham**, turned in a fantastic performance last June in the 24-hr Le Mans classic, taking 2nd in a 2.9 Aston Martin.

Continued on Page 5)

S. F. Region Bolts SCCA, Turns Pro

By GUS V. VIGNOLLE

SAN FRANCISCO, Sept. 27.—Mounting Pacific Coast opposition to the National Sports Car Club of America since its strong anti-pro edict today resulted in what amounts to virtual secession of the San Francisco Region from the parent body.

This was the biggest news development since the rise to prominence of sports car racing in the U.S.

The move was the outgrowth of the SCCA's stand against pro racing and the turn in that direction taken recently by the California Sports Car Club, biggest independent club in the country.

Announcement that the SF Region was turning pro-amateur, a move certainly defying the National SCCA, came after one of the biggest surprises in Coast sports car racing—the taking away of the National SCCA Laguna Seca races on Nov. 8-9 (SF Region) by the California Sports Car Club.

Nod To Cal Club

The California Sports Car Club has officially been notified that it has been awarded the Laguna Seca Road races. No contract has been signed to date but SCRAMP, the sponsoring group, choose the Cal Club, in preference to the San Francisco Region of SCCA, due to the recent pro-amateur controversy. In a statement to the press, SCRAMP, (Sports Car Racing Association of the Monterey Peninsula) sets down the reasons for this change by Bill van Schoik, Monterey, general manager of SCRAMP and attributed to Lou Gold, president:

"The Executive Board of the Sports Car Racing Association of the Monterey Peninsula announced today that the November 8 and 9 road races would be held under the auspices of the California Sports Car Club, Inc.

"We have long been concerned about our obligations to sports car racers and spectators and feel we should present top, competitive drivers on our famous Laguna Seca course.

"SCRAMP's Executive Board feels the 'name' drawing power now available and scheduled for the November races, will produce greater benefits for the sport itself, spectators, and the Monterey Peninsula."

How It Started

The history of this sensational development is a story of much wheeling and dealing on the part of the Cal Club to secure a Northern Calif. course for their races. The latest development was started when the Contest Board of SCCA adopted a resolution banning their members from all Cal Club races. This was due to the Cal Club's interest in the coming pro races at Riverside. This National ruling did not set so well with the SF Region and they scheduled a meeting in San Diego to modify this ruling if possible. Two members of the National Contest Board were present at this meeting, Jack McAfee and John Luce, and it was decided that SCCA members could race in Cal Club races and also entries of amateur Cal Club

(Continued in 'Vignettes', Page 3)

Entries and Facts Box—Back Cover

PALM SPRINGS RACE

George Cary announced at press time the Palm Springs races definitely would be staged Nov. 1-2.

He said he was not positive whether it would be an SCCA event or his Sports Car Racing Association would stage the races with FIA approval. Lindley Bothwell, LA Regional exec for SCCA, also said the event was still on and "as an SCCA event as far as I know."

SCCA Absolves Walter Hansgen

WESTPORT, Conn., Oct. 1. — The SCCA National Contest Board has cleared Walter Hansgen, eading sports car driver, of charges he had violated his amateur status as a sports car driver under SCCA rules.

By racing in England recently in a race in which cash was offered, Hansgen violated the portion of the SCCA regulations which states: "No SCCA member, whether licensed or not, shall enter for, or compete in, any event not approved by the Contest Board. The Contest Board disapproves of all events for which any remuneration is offered."

William Lloyd, chairman of the Contest Board, stated that evidence clearly showed Hansgen had been misinformed that he could retain his amateur status in a race in Europe in which remuneration was offered if he first filed an affidavit to the effect that he was not accepting any prize money or expenses. Such an affidavit was filed by Hansgen with the secretary of the Contest Board before Hansgen left for Europe, and it arrived too late for Hansgen to be notified in time that the filing of such an affidavit would not permit him to compete.

Rally Lures English Aces

Famous English rallyists Peter Harper and Sheila Van Damm will form part of a factory Sunbeam Rapier team entered in the $12,500 American Intl. Rally Nov. 4-7, the organizers announced last week.

Other members, due to start from NY, Vancouver, BC, and LA will be announced later. At the same time, Barney Feldmar, well-known rally timing expert, was named official timekeeper.

(Additional details in Duane and Jerrie Sparks' Rally 'Round column on Page 4.)

Bonnier Scores In N.Y.

WATKINS GLEN, NY, Sept. 28—Racing a Formula I Maserati, a rarity in this country, Joakim Bonnier, bearded Swedish champion, today won the $5000 Intl Formula Libre Grand Prix. He earned $2000 1st prize after setting course records with a 97.75mph average for the 186.3-mi. race over a 2.3-mi. course and fastest lap of 103mph.

Dan Gurney, Riverside, was 2nd in a 12-cyl, 3.5 Ferrari, 1m17s behind Bonnier. Bruce Kessler, Beverly Hills, Ferrari, was 3rd, followed by Dick Meinhardt, Ferrari, Lt. Col. Bob Kuhn, Maserati, and Bill Rutan, Porsche Spl. There were 14 starters.

Phil Hill, Santa Monica, making his first US start since he and Olivier Gendebien won the 24-Hr LeMans classic, was forced out on the 60th lap of the 81-lap race when the crankshaft of his 4.1 V12 Ferrari broke.

Until he left, Hill engaged in a sensational duel with Gurney that had the fans screaming.

Payoffs ranged from $2000 to $200 through 6th place. It was the 1st pro race here and was sanctioned by the Automobile Competition Committee for the US (FIA).

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IF IT IS TRUE that Balchowsky will run Old Yaller at Riverside with a streamlined, fiberglass body, the Max Balchowsky Fan Club plans to disband and tear up all existing copies of the Balchowsky Victory March. They simply will not tolerate a New Yaller.

Hero Driver

The funniest thing about the racing scenes Stanley Kramer has been filming at Riverside these last weeks, for the J. Arthur Rank picture, "On the Beach," is that Bob Drake is doing a lot of tricky driving as a double for the star, who happens to be Fred Astaire. As you know, Drake is of rather a stocky build. As a matter of fact, 6 Fred Astaires could tap dance inside Bobby. Drake tries to suck in his cheeks when he goes by the camera, but that still leaves 5 Astaires.

Maybe they're shooting it wide screen and then will project it narrow screen.

Race Gypsies

Toby, the race photographer, has come up with a jazzer of an idea. He wants to form a strictly informal group to be called The Race Gypsies, made up of drivers, owners, officials, the press and other questionable characters. The idea is to spend the weekend on the race circuit, either with a house trailer or with a tent. Charcoal cookers, camp fire, Japanese lanterns, singing, dancing, drinking . . . the whole bit.

One great advantage is that after the Saturday night drinking and carrying on, you don't have to drive back to the motel. You're already there. A friend can pour you into your sleeping bag. Then, in the morning, if the driver's meeting is at 9:30, you can sleep until 9:25 and go over in your bathrobe and slippers. Plenty of time to shave and dress before the practice session begins.

Movie Star

Did you hear that Lance Reventlow is starring in a movie about his life? It's to be called, "I Was a Teenage Woolworth."

LETTERS to the Editor

AWAITS FIA WORD

1. Just to put a few things straight, all being well I hope to be driving Temple Buell's 4.5 Maser at the Riverside race, but there is now a rumour that the event is not open to Grade A drivers, except, of course, Americans as it is their own International event. At the moment I am waiting to hear from FIA to know what the position really is.

2. There is no truth in the rumour that I do not intend to race next year. At the moment I have no definite plans but will most likely continue with Mr. Vanderwell's Vanwall. As a matter of a fact, with a reasonable bit of luck I really felt that I should have got the Championship.

3. With regard to my feeling towards the car, I think it is a potential winner as we have proved on many occasions; however, due to the alterations in fuel required by the new FIA regulations it has been more disastrous to our car than any other.

4. The Morcocan Grand Prix is being held on October 19th, not the 26th.

Stirling Moss
London, W.C.2, England

* * *

AC ON THE SHOCKS

Regarding the Bill Love vs. SF Region SCCA batle, I thought the enclosed from AC Cars in England might be of considerable interest, especially the comment on the heavy shocks and the extra spring leaves:

"The heavy duty shock absorbers are useful where hard going is expected. We are aware that some owners have also, at the same time, fitted an extra leaf in the road springs. This is a point which we are unable to specify as standard, but this is a thing which can be put through by yourself."

I. W. Stephenson
Tulsa, Okla.

Races Set At Riverside Track

(Continued from Page 1)

limited production cars at 12 o'clock noon, and special 25-miler for production cars under 1400cc at 1 p.m. The Grand Prix will be off and running promptly at 2 p.m. on Sunday, Oct. 12.

Interest in the production car division has been enhanced by the entry of two 1959 Corvettes, the first showing for this American piece of machinery and the threat to the Ferrari GT coupes.

Qualifying and practice will take over the first day, Saturday, Oct. 11, starting at 9 a.m. and continuing through 4 p.m. Drivers must qualify for starting positions, it is emphasized by Luijie Lesovsky, western regional director of the U.S. Auto Club.

The 200-mile Grand Prix will be two races in one, the event being divided for cars of under and over-2000cc as far as prize money is concerned.

PLEASE KEEP 'EM SHORT

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Morgensen, McAfee Post San Diego SCCA Victories

By W. R. C. SHEDENHELM
MOTORACING Staff Correspondent

SAN DIEGO, Sept. 28. — Dick Morgensen, Phoenix special builder, blasted his 3-liter Ferrari Testa Rossa around the tight, 9-turn Hour Glass course to win the main event, 11 seconds ahead of Joe Playan in an RS Spyder after some of the closest dicing in recent West Coast racing.

On the first lap of the 35-lap event, Jack McAfee, in a Porsche 1600 RS Spyder passed John Von Neumann's 3-liter Ferrari and held the lead for almost 15 laps. Von Neumann was never more than a car length behind McAfee, waiting for him to make the least slip. When it came, McAfee lost control of the Spyder in Turn 6 and spun crosswise in the road. Von Neumann, with nowhere to go, smashed into the right front fender of the Porsche, wiping out the entire front end of the big Ferrari.

McAfee Recovers

The force of the collision pointed McAfee down the course again, and he headed for the pits to have the fender straightened. After one lap he pulled in again, this time losing 1st place by more than a lap. He was not able to make up the lost time and finished 5th.

With McAfee and Von Neumann out, Playan pulled past Morgensen's Ferrari and held a close lead until the 30th lap when Morgensen moved into first. Josie McLoughlin, winner of the women's race, was 3rd in another 3-liter Ferrari.

A crowd estimated at 11,000 had earlier watched McAfee take 1st in the under 1500cc modified main event, followed by Playan, after having lapped every car up to 2nd spot. The races were held by the San Diego Region of the SCCA.

Accident

The most spectacular accident of the race weekend occurred on Saturday when Bill Klingensmith's AC Bristol lost a left rear wheel coming into Turn 7. The wheel shot across the infield at high speed towards the pits, glanced off the front fender of Frank Dittoe's VW, hit the Porsche coupe of William Blatz, shot 30 feet into the air and came back down on Dittoe's VW, smashing in the top and shattering the rear window. Dittoe, sitting in the VW, had seen the wheel coming and got his legs inside with seconds to spare, then missed having the flying wheel come through the sun roof by a margin of 18 inches.

SUNDAY, SEPT. 28, 1958
1.8 Miles

RACE 10, CONSOLATION—8 laps, 14.4 mls., 14:30.6, avg. 59.6mph: 1) P. Stanley, Corvette; 2) B. Dixon, Kurtis Spec; 3) D. Burroughs, Alfa Romeo Spyder. RACE 11, PROD. SEDANS UNDER 1600cc—10 laps, 18 mls., 10:11.4, avg. 53.4; 1) J. Gleghorn MG Mk. II; 2) I. Lindquist, SAAB; 3) Don Burhop, MG TD. RACE 12, PROD. UNDER 1600cc—10 laps, 18 mls., 18:28.7, avg. 58.8mph: 1) R. Bucknum, Porsche Speedster; 2) Frank Aldhous, Alfa Veloce; 3) Willie West, Alfa Veloce. Class FP, Bucknum; Class GP, Bob Patton, Alfa Spyder; Class HP, Wm. Louden, AH Sprite; Class KP, Jim Fox, Berkeley. RACE 13, PROD. 1600cc-2700cc—10 laps, 18 mls., 17:55.5, avg. 60.25mph: 1) R. Harris, AC Bristol; 2) D. D. Michelmore, Porsche Carrera. 3) Dick Bellows, Porsche Carrera. Class DP, Max Gordon, A.H. MM; Class EP, Harris. RACE 14A, WOMEN'S RACE—8 laps, 14.4 mls., 12:59.9, avg. 64.6mph: 1) Josie McLoughlin, Ferrari; 2) Betty Shutes, Porsche 550 Spyder;3) Barbara Windhorst, Morgan Plus Four; 4) Sunny Baker, Porsche Speedster. RACE 14B, FORMULA III—8 laps, 14.4 mls., 13:51.1, avg. 62.25mph: 1) Jack Brink, Cooper Norton; 2) Kenny Nichols, Cooper Norton; 3) Harry Morrow, Kieft Norton. RACE 15, PROD. OVER 2700cc—10 laps, 18 mls., 17:38.4, avg. 61.3mph: 1) Bob Bondurant, Corvette; 2) Hugh

(Continued on Page 7)

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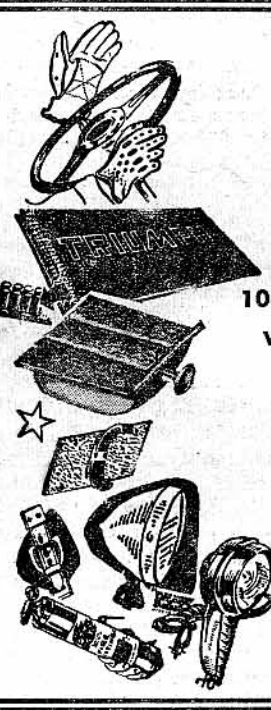
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Buy & Sell Through MotoRacing Want Ads on Page 7

• Vignettes

By Gus V. Vignolle

SAN FRANCISCO BLASTS NAT'L. SCCA

(Continued from Page 1)

drivers would be accepted for SCCA races. The San Diego Region allegedly had threatened to secede from SCCA but this compromise satisfied them and it all seemed peaceful once more.

In the meantime, on that very same weekend, SCRAMP had scheduled a private meeting with the Cal Club, and Bill Pollack and Ray Frug journeyed up to Monterey to talk over the deal. This meeting was officiated over by an SCCA member but SCCA was not invited to the pow-wow. The first that SCCA knew of the deal was the official notification of the switch. So it seems that while the SF Region was working in the interest of Cal Club, the southerners were giving them the works.

Regional Executive Clark McCartney immediately called a meeting of the Board of Directors of the SF Region and after much consideration the following resolution was adopted:

"WHEREAS the policy of the National SCCA in prohibiting its members from associating in any competitive form with what it considers to be 'professional' sports car drivers is in direct opposition to the best interests of the members of the San Francisco Region of the SCCA in that this prohibition is unrealistic as not being in keeping with the present and future status of sports car racing in this country and especially on the Pacific Coast;

"THEREFORE, BE IT RESOLVED, that as of October 6, 1958, the San Francisco Region of the SCCA will accept the entry of qualified and invited professional drivers; will permit its members to drive in races sanctioned by the California Sports Car Club, the United States Auto Club, and FIA, and other specifically approved events; and will permit the entry of cars belonging to its members in races of the above types.

"R. G. NEWHALL, Secretary."

Now the fat is in the fire and the next move is up to the National Officers of SCCA. The SF Region is prepared for all developments and if it comes to the worse, they have even selected a new name, which is preparedness and foresight to the Nth degree. At the present time they are in the midst of preparations for the National Race at Vaca Valley on Oct. 4-5 and have no further plans regarding a fight to retain the Laguna Seca race.

* * *

SCCA Offers Aid

To experienced race officials, the Cal Club appeared to be in a jam in staging gthe Laguna Seca Races so far from their home base. A lack of equipment and personnel was evident, so Clark McCartney phoned Pollack and volunteered the use of the SCCA equipment and also promised help in the recruiting of experienced race officials. Pollack admitted that they were in a bind regarding these items and was pleased to accept the offer. What all these ramifications will lead to, in the future, are anyone's guess. The success or lack of it at Riverside and Laguna Seca will determine the future of the 1959 racing season.

The SF Region is the 3rd largest SCCA group in the US with 498 members. New England is 1st with 1086, followed by New York, 515. These figures are as of last May 1.

Ed Boughton, regional executive of the San Diego Region, said he was in agreement with the SF policy and would go along with the same policy. He was not, however, voicing the opinion of the region.

There were indications that a similar resolution was to be submitted to the parent body.

Lindley Bothwell, head of the LA Region, said the region would continue as in the past under National SCCA jurisdiction. No action of any kind can be taken until a board of directors meeting Oct. 7, he said.

* * *

Riverside Race

Some of the rumbles were that SCCA National would lift its ban on the Riverside race, whose scheduling and subsequent support by the Cal Club, gave this move its initial impetus.

It was also reported that one of SCRAMP's members was opposed to the Cal Club taking the Laguna Seca races away from the SF SCCA and assertedly walked out of a meeting up north in which other SCRAMP officials were strongly behind the Cal Club.

Van Schoik told MOTORACING there were 3 reasons by favoring the CSCC: 1) promote the sports of racing, 2) allow the public to see top drivers, and 3) help the Monterey Peninsula.

SCRAMP paid out about $80,000 for Laguna Seca, has made plenty already, but wants to get off the hook as quickly as possible.

Van Schoik also said there was nothing to the report that CSCC would stage the race for $4000 as compared to $7000 needed by SCCA. "The amount, which I don't wish to reveal, is the same," he said. "But is more than $4000. This was not a factor in influencing us."

* * *

'No Cooperation'

It is no secret, however, that SCRAMP was not on rosy terms with SCCA. "We are not getting any cooperation from the San Francisco Region," one official was quoted as saying.

Jack McAfee, National and LA Region officer, said the action by the SF board was not an expression of the group's desire. A number of SCCA members said they opposed any pro affiliation. "This cannot be done unless it is the will of the majority. National policy requires a petition be gotten up for this type of action. This was not done.

"The San Diego expression of opinion also was not the desire of the region, but rather that of

(Continued on Page 7)

". . . (the Cal Club) also said the San Diego Region of the SCCA had indicated it would throw support behind the California Club. If this is the case, goodby SCCA charter in San Diego. This whole hassle started rolling due to the Cal Club's willingness to let its membership complete in the Riverside professional road races . . . The simonpure 'wheels' in Westport will not let their SCCA driver-members participate. This is the way it should be in order to retain the amateur status quo, but . . . not content to let it go at that, Westport says its members cannot race in any Cal Club event, which is strictly amateur, and this we don't get." - - - **Josh Hogue, San Francisco Chronicle.**

Editor's Note—The last-named edict has been modified. The SCCA is notorious for modifying, backtracking, revising, etc.; similarly, the Cal Club is equally notorious for fashionting its own rules in secret star chamber sessions among the Board of Pharaohs with disregard of the wishes of the general membership or the by-laws, which many members still maintain are completely mythical and/or non-existent.

Holmes Wins Gardena Triple-R Pro Race

GARDENA, Calif., Sept. 27. — Elgin (Runs Like a Clock) Holmes of Lancaster had himself somewhat of a Sunday drive here tonight, taking an easy 40-lap victory in the Triple-R pro sports car short-track races on Gardena Stadium's ⅓-mile clay oval before 3890 fans.

Holmes drove Don Bell's low-slung job powered with a Ford Tractor mill fitted into a Kurtis chassis. A lap behind was Bill Hitchcock, Buick-powered special. Third went to Ed Gray, 1957 Corvette.

Best duel involved Bob Hogle, Buick-powered sportsman's car, and Bill Dantzscher, Triumph-powered midget. The latter put up a whale of a battle but Hogle's command of more horses won out by scant inches after 10 thrilling laps.

Holmes, in addition to the largest purse slice, also carried home a hugh trophy posted for fast time by George Holland who, with Allen Guiberson, is staging the American International Rally Nov. 4-5-6-7.

Sedans, 6 laps—John Davis (Volvo), Harold Gorham (Renault), Jim Velek (Simca). 3:10 Women's race, 6 laps—Hila Paulson (Ford Tractor), Barbara Scott (MGA), Bonnie Bosley (MGTD) 2:58.83. Novices, 6 laps—Dick Beck (TR2), Al Golightly (MG Spl.), Jack Furcho (Jag.) 2:01.36. Trophy dash, 4 laps—Ed Gray (Corvette), Elgin Holmes (Ford Tr.), Termite Snyder (MG Spl.) 1:16.45. 25-lap semi—Bill St. James (TR2), Bart Haskell (MG Spl.), Floyd Burt (MGTD). 4:29.53. 40-lap main—Holmes, Bill Hitchcock (Buick Spl.), Gray. No time.

COMPARATIVES
I picked the wrong gear.
You accidentally hit the wrong gear.
He missed his shift.

Pacific Coast Race Standings

The SCCA races at Del Mar were awarded points on a 3-2-1 basis. Results of Saturday's races at Hour Glass were not available at press time, but will be included in the next point standings.

Races in 1958 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Farbara, Laguna Seca, Riverside, Vaca Valley, Minden-Gardnerville, Seafair, Santa Barbara, Del Mar and Hour Glass. Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing. Current standings:

PACIFIC COAST POINT STANDINGS
(Compiled by ERIC HAUSER)

MODIFIED OVER-1500

1. Richie Ginther, Ferrari 76
2. John von Neumann, Ferrari 70
3. Lance Reventlow, Scarab 40
4. Max Balchowsky, Buick 34
5. Bob Oker, Aston Martin 29
6. Sam Weiss, Ferrari 21
7. Dan Gurney, Ferrari 18
8. Jack McAfee, Porsche 17
9. Chuck Daigh, Scarab 16
10. Fred Knoop, Huffaker-Chev. 15

MODIFIED UNDER-1500

1. Jack McAfee, Porsche 110
2. Eldon Beagle, Porsche 41
3. Joe Playan, Porsche 38
4. Ken Miles, Porsche 35
5. Bob Oker, Maserati 27
6. Skip Conklin, Lotus 18
7. Erv Lehr, Porsche 17
8. Chuck Schroeder, Lotus 15
9. John Stevenson, Porsche 14
9. Frank Monise, Lotus 14
10. Paul Nau, Lotus 10

PRODUCTION OVER-1500

1. Andy Porterfield, Corvette 71
2. Bill Love, AC Bristol 37
3. Richie Ginther, Ferrari GT 36
4. Ron Bucknum, Porsche 35
5. Lew Spencer, Morgan 33
6. Tony Settember, Corvette 25
6. Tony Settember, Corvette 25
6. Cloyd Gray, Corvette 25
7. E. F. Robinson, Ferrari GT 23
8. Bob Winklemann, 300 SL 22
9. Bob Dickson, Corvette 20
9. Tim Connor, Ferrari GT 20

PRODUCTION UNDER-1500

1. Don Dickey, Porsche 78
2. Jimmy Moore, Porsche 56
3. D. D. Michelmore, Porsche 55
4. Dick Bellows, Porsche 34
5. Emil Pardee, Porsche 33
6. Ray Pickering, MG-A 28
7. Frank Aldhous, Alfa Romeo ..25
8. Jack Woodward, Porsche 23
8. Ed Vincent, Porsche 23
9. Mike Roetner, Alfa Romeo 22
10. E. F. Robinson, MG-A 16

WOMEN'S COMPETITION

1. Josie McLoughlin, Ferrari 63
2. Linda Scott, AC Bristol 45
3. Betty Shutes Porsche 39
4. Barbara Windhorst, Morgan ...32
5. Marion Lowe, Lotus 30
6. Charlotte Duncan, Lotus 21
7. Prudence Baxter, Healey 14
8. Mary McGee, Ferrari GT 9
9. Ruth Doushkess, Morgan 6

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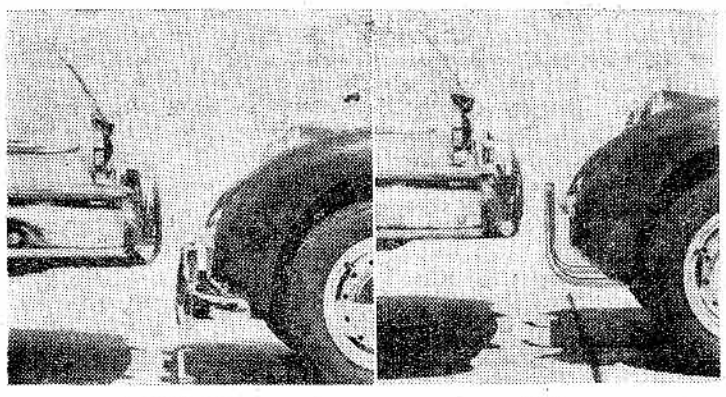
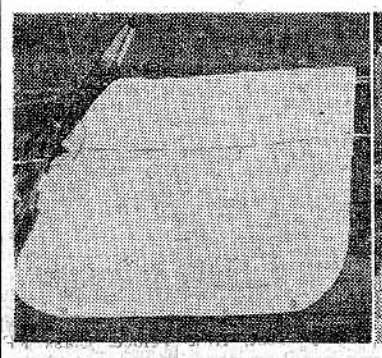
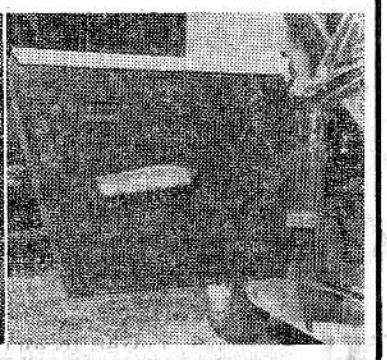


BEFORE AFTER

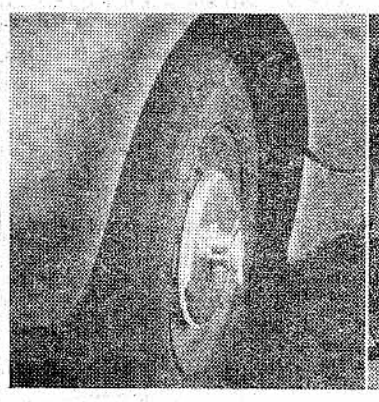
Let's face it . . . that stock bumper is just too low for any real protection. A NOR-CAL bumper guard can save costly repair bills; it's protection and a beauty treatment all in one. Made of rugged one inch tool steel, triple chrome plated for lasting beauty. Installs in place of stock bumper in a flash **$24.95**



Here's real quality in a trim fitting tonneau cover made from nonfading U.S. Naugehyde to give real protection, keep cockpit clean and neat. Chromed buttonhead fittings, strong Talon zipper allows quick fitting. Order from red, black, blue, green or white **$22.95**



Crave solid comfort when you drive? NOR-CAL's arm rests fits snugly on door pocket in that "just right"' position for long or short drives. Swings up to allow use of door glove box. Covered in nonfading Naugehyde with thick foam rubber padding. Attaches to steel door panel in minutes. Colors to match your Sprite, red, black, blue or green ..... **$14.95** pr.



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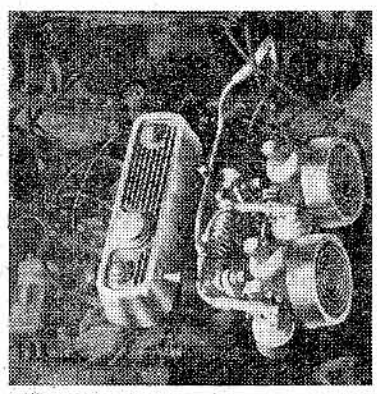

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Rally 'Round

With Duane and Jerrie Sparks

With the coming of October the attention of all rallyists in the Southern California area turns to the DESERT RALLY, presented for the 4th time by Douglas Sports Car Club for the enjoyment of all. This event, traditionally opening the new Palm Springs season, attracts not only the serious rallyists contending for season points, but many who attend no other rally all year.

Winner for the past 2 years of the Best Rally of the Year award, the DESERT IV will offer a fun packed weekend including, in addition to the 9 hour rally itself, a top flight dinner and show Saturday evening at Chi Chi, a victory breakfast and trophy presentation also at Chi Chi, a police-escorted parade through Palm Springs to the Polo grounds on Sunday morning where a slalom will be held all afternoon. You'd better join us for the time of your life. See the rally calendar for details.

With our thoughts preoccupied with the problems of a rallymaster, we were filled with admiration for the courage displayed by Gordon Madison and Jack Carlson on their RALLYE DIABOLIQUE, NRSCC's club event which was "enjoyed?" by 26 intrepid pairs of adventurers on Sept. 24th. Gordo had more action compressed into 4 hours than is ordinarily contained in an event twice its length. Doug and Vee Hugill garnered top honors with 7:02 which will give you a faint idea.

The new 1958 champion rally driver, Tom Higgins, reports he's all set to relax and enjoy the last 2 events of the year. He is so far ahead in point standings no one can catch him, so the pressure is off for him. Doug Deary's position among the navigators is not quite so secure. If he is unable to obtain a furlough coinciding with a championship date he has 4 of the top contenders with a mathematical chance of catching him. Charlie Schumann, Nick Marechal, George Blondin and Bill Doyle could wind up on top by winning the last 2 big ones.

The excitement from the DESERT RALLY will no more die down when it will be time to concentrate all efforts on the AMERICAN INTERNATIONAL RALLY, scheduled for Nov. 4-7. This one, you know, is the big professional 3,200 mile event which will attract entries from all over the world. For most of the local enthusiasts it will be the first opportunity to observe the techniques used by the world's best. Sponsors of the event reveal that among entries received so far are:

John Christy (Sports Car Illustrated editor)—Austin Healey; Ray Brock(National Hot Rod Assn.) Yeakel Bros.—Oldsmobile; Walt Woron (Motor Trend)—Plymouth; Jack Ryan (Miami Beach)—VW; Goliath Team (3 cars) with Tom Higgins, Dick Kermode, E. Forbes Robinson, Larry Harris, Danny Eames and Don Royer; Mary Davis, Ginny Sims and Gail Pollock—Sunbeam Rapier; Two Rootes Sunbeams—one starting in L.A. the other in Vancouver; Peter Harper and Sheila van Damm—Sunbeam; San Diego team of Bob Wood, George Taylor and Bill Rector; Mary Faulkner in her T-Bird; Doc Hoppe and Al Torres—Corvette; C. D. Evans (the "world's safest driver") from Mexico City—Chevrolet; Johnny Mants and Nick Marechal and many more. Your reporter is planning to start from Dallas to minimizez the snow hazard.

Echoes bouncing off the mountains from Denver way indicate that this year's CONTINENTAL DIVIDE SCCA championship rally suffered from all kinds of difficulties. Official results are not yet available, but the local club's magazine remarked that after considerable soul-searching the club had decided to try to get championship status for next year's event, promising to do a better job next time. Tentatively our own Joe and Celia Bechtel are slated for 2nd position which, if it holds up, will assure them of national championship honors, since they have already captured 1st place on the Arizona GREAT CANYON and San Francisco's GOLDEN WEST.

Various Rally Results

Northrop SCC Rallye Diabolique, September 21, Gordon Madison, Rallymaster—26 cars.

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
NAVIGATIONAL CLASS					
1.	Doug Hugill	Vee Hugill	NRSCC	Alfa	7:02
2.	Cal Hudspeth	Bob Cole	LBDSCC	MG TD	10:38
3.	Duane Sparks	Jerrie Sparks	NRSCC	T-Bird	11:21
SEAT OF THE PANTS CLASS					
1.	Betty Enoch	C. K. Enoch	NRSCC	Ford	12:24
2.	Frank Kranz	Joane Kranz	NRSCC	TR-3	17:42

Long Beach MG Beat Bailey, September 14—53 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
MODIFIED CLASS (8 Cars)					
1.	Peter Bundy	Phil Gough	SCCA		:59
2.	Walt Harper	Dick Vehle	LBMG		1:34
3.	Danny Eames	Don Royer	USAC		1:55
STOCK CLASS (21 Cars)					
1.	Marshal Nelson	Loretta Nelson	LBMG		5:27
2.	Harold Neal	Alloe	LBMG		14:10
3.	Asso Eussno	Iku Matsumoto			16:57
4.	Jim Honeter	Jim Honeter, Jr.	LBMG		17:40
NOVICE CLASS (24 Cars)					
1.	Charles Berg	Lucy Robbins	LBMG		1:03
2.	Bob Palomares, Jr.	John Rhone			2:24
3.	Jack Duncan	Dawwn Duncan	LBMG		3:58
4.	Frank Guirado	Ed Ruxton II	LBMG		4:28
5.	Jack Daniels	Nancy Daniels	LBMG		5:17

Santa Monica FCCA, Gabriel Blew His, September 28, Jim Welshuhn, Rallymaster—60 Cars)

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Tom Higgins	Larry Harris	SMFCCA	Alfa	:25
2.	Duane Sparks	Jerrie Sparks	NRSCC	T-Bird	:34
3.	Jim Hindes	Bob Sweet	SMFCCA	Porsche	:42
4.	Diane McPherson	Bob McPherson	SWSCC	AC	:45
5.	Barbie Meredith	Ed Smith, Jr.	Rallymasters	TR-2	1:13
6.	Ed Venable	Betty Venable	SMFCCA	A-H	1:33
	Novice: C. Dunham	Austin Dunham	SMFCCA	MG	2:51

RALLIES

OCTOBER

4-5—Douglas SCC Desert Rally IV, SCCSCC championship, 9 hrs. to Palm Springs. Starts Crawford's Market 5 Points, El Monte, 6 a.m. Oct. 4. $5. Dinner & victory breakfast at Chi Chi. Slalom Oct. 5, noon Polo grounds Palm Springs. $2 Duane Sparks HO 2-5535.

11-12-13—4th Annual Cariboo Rally $5. Stan Skuse, 3250 Cambie St., Vancouver, B.C.

18-19—Long Beach MG Club Double Day Enduro.

19—Northrop RSCC Shish-Ke-Bash, 3 hr. nav. with a twist. 2 classes precision and non-Nav. 3 p.m. Northrop parking lot H, 120th & Crenshaw, Hawthorne. $1.50. Ends Big Oaks Lodge, Bouquet Canyon. Dinner $2.25 each. Doug Hugill FR 2-8547.

19—San Diego Sports Car Club El Liebre II—a San Diego council championship event.

25—Douglas SCC Halloween Rally 4 hr. nav. trophies guests & members. Loops Restaurant on Ventura in Tarzana 2 p.m. $2. Ann Sparks AX 4-7804.

25—Paramount SCSCC overnight poker rally to Las Vegas. Gordon Worthington c/o The Gun Room, Paramount Studio.

26—FCCA 1st Annual Riverside Field Day, an SCCSCC open event. Rally to the track in 2 sections—reliability & regularity runs. No post entries for rally. ap time trials with object to match lap times. Acceleration & braking, Gymkhana & Slalom. Field day c/o Compton FCCA, Box 371. Compton, Calif.

NOVEMBER

8—Amer. Intl. Rally victory dinner, Nautilus Room, Miramar Hotel, Santa Monica, $5.

Morgensen Del Mar Victor in Ferrari

DEL MAR, Calif., Sept. 21—Dick Morgensen, original builder of the Balchowsky Special, won the 1st running of the SCCA's Del Mar road races, on the parking lot of the horse racing track. Morgensen, in a 3-liter Ferrari 250 Testa Rossa, crossed the finish line 11 seconds ahead of Josie McLoughlin, in an identical car.

Morgensen's average for the 28-mile main event on the 1.6-mile course, was 58.75mph. Don Maslin took 3rd spot 39 seconds behind the 2nd place Ferrari in the "Wotus Bwossom" Lotus Mk. XI.

Over 50 cars ran in the Saturday practice and Sunday 5-race program. Spectators were restricted to SCCA members for the 1st race weekend.

RACE 1—NOVICE—15 laps, 21 miles, 22:30.3, avg. 56.1mph: 1) Don Maslin, Lotus Mk. XI; 2) Dalton Danon, Corvette; 3) Patrick Keenan, Porsche Carrera. Class Gm, Maslin; Fm, A. Stewart, MGTC; Fp, Keenan; Dp, P. Venable, AH; Bp, Danon; Gp, J. Speckins, Velore.

RACE 2—PROD. UNDER 1600cc—15 laps, 21 miles, 22:46.8, avg. 55.4mph: 1) R. Bucknum, Porsche Speedster; 2) D. Kluck, Porsche Speedster; 3) D. Burrows, Alfa Romeo. Class Fp, Bucknum; Gp, D. Burrows.

RACE 3a—WOMEN'S—10 laps, 14 miles, 14:38.6, avg. 57.4; 1) Josie McLoughlin, Ferrari 250 TR; 2) Linda Scott, AC Bristol; 3) Betty Shutes, Porsche Spyder 550.

RACE 3b—SEDANS—9 laps, 12.4 miles, 14:01.6, avg. 49.5mph: 1) I. Lindquist, Saab; 2) J. Halliwell, Saab.

RACE 4—PROD. OVER 1600cc: 20 laps, 28 miles, 28:56.8, avg. 58.00mph: 1) Fred Grant, Corvette; 2) Jimmy Moore, Porsche Carrera GT; 3) D. D. Michelmore, Porsche Carrera GT; 4) Gordon Crowder, AC Bristol; 5) R. Kastner, TR-3. Class Bp, Grant; Cp, Art Evans, Jr., Jag 120M; Dp, P. Venable AH; Ep, Crowder; Fp, Moore.

RACE 5—MOD. ALL CLASSES—20 laps, 28 miles, 28:35.6, avg. 58.75mph: 1) R. Morgensen, Ferrari 250 TR; 2) Josie McLoughlin, Ferrari 250 TR; 3) Don Maslin, Lotus MK. XI; 4) Jack Nethercutt, Ferrari TR; 5) Walker Edmiston, Allard J2X. Class Bm, Edmiston; Dm, Morgensen; Em, Nethercutt; Fm, B. Challman, Lotus Mk. IX-MG; Gm Maslin; Hm Dr. Wm. Molle, Panhard Fairchild.

PEUGEOT TRAINING

NEW YORK — Peugeot, Inc., has announced plans to give every dealer and distributor a 3-day course in factory maintenance techniques. Two factory mechanics, in a specially-equipped Peugeot station wagon, will tour the U.S. for this purpose.

MAINTENANCE TOPICS

By BILL RUDD

Noted Racing Mechanic and Part Owner of World Racing Enterprises, Whittier, Cal.

Prevention of many expensive noises is mainly up to the inidividual owners, as your own mechanic will tell you . . . they can't fix it unless you bring it in so they can look at it.

A good many owners are "do-it-yourselfers," and I applaud this, to the extent of knowing your own limitations and where you must call on your mechanic to have corrective measures taken. Mechanics do not like basket cases, so beware what you undertake on your own.

Watch the Chassis

Usually, a mechanic will appreciate an owner's interest in a car, but to the point of capability only. You will find that keeping your car clean, both the chassis and body, is very worthwhile, and for many reasons: The coachwork, of course, is obvious, but many neglect the chassis completely. This condition makes quick checking and maintenance a real job.

For instance, loose rear spring U-bolts are virtually impossible to detect, and a real job to tighten, if the unit is hard caked with grease and mud. Apply this illustration to the many hundreds of parts that make up the chassis of your car, and you can see what the point is.

Spot Trouble Early

If your car is clean, and at your favorite garage for its lube service, your mechanic will be glad to give it a once-over to spot trouble before it starts, as it is not a time-consuming (and time is money) operation; but if he has to exhume even the grease fittings . . . well, obviously you, the owner, don't care, so why should he?

Enough prattling for now, but I hope this gives you an insight into how most mechanics feel toward a car; the car reflects directly on the owner—Please let me know what you want in this column.

(Editor's Note — What maintenance problems do you have? Please mail them to Bill Rudd, MOTORACING P. O. Box 1127, Culver City, Calif. Bill will make every effort to answer all questions.)

AUTO SHOW NOV. 13-23

Both imported and domestic autos will be on display at the LA Automobile Show, scheduled for the Pan-Pacific Auditorium No. 14-23.

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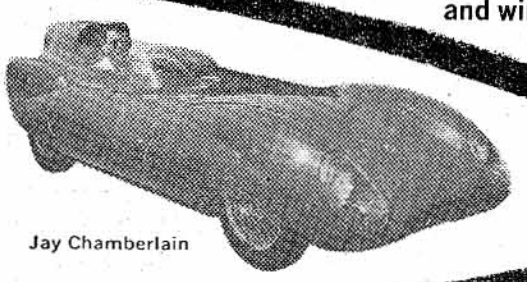
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San Francisco Newsletter

• Dear Gus

By Tom Wilson

CORVETTES PROVE CONSTANT SOURCE OF TROUBLE

DEAR GUS:

The 7th annual Cobb Mt. Hillclimb was a thriller and although a couple of cars went off the track and suffered slight to serious abrasions, no driver was injured and the event can be called a big success.

Run in beautiful weather, for a change, the big thrill was competition for best time overall. After each driver had made his allotted 3 qualifying runs, the results indicated that the Cobb Mt. course had well earned the title of the "Mt. Equalizer Run" as distinguished from that eastern 2-lane boulevard on Mt. Equinox. Tucked snugly in the top spot was **Stan Peterson** with the MG-Simca Special, better known as the American Can Special, with a time of 1:52.4. Just 2/5 second back was the 2-time defending champion **Fritz Warren** with the 4700cc Chrysler-powered Concurs Special. The amazing Morgans had **Lewis Spencer** in the 3rd spot with a production Morgan and a time of 1:55.3. Remember Gus, this was against a horde of big iron, including modified specials with Merc and Olds power plants.

When the final runoff was called, Peterson had the choice to run last and unless beaten, he could stand on his qualifying time. Warren was running out of rubber, so he did a hurried tire change and threw his trailer wheels onto the rear of the Concours Special. When Starter Andy Anderson gave him the word, Fritz scattered gravel into the 20th row and was off in a cloud of dust.

In one of the wildest and hairiest rides ever seen in these parts he put the Chrysler monster through the 14-turn, 1⅛ mile course, in a roaring, sliding run that made strong men pale and frail women faint. Half way up the hill his exhaust manifold parted near the engine (which is par for this car) and Fritz practically gave up the ghost. A big Chrysler, wide open in 2nd gear, can really moan, especially without any pipes. But Fritz recovered beautifully and put his foot back in the engine room, right up to the ankle, finally sliding through the timing lights with a new record time of 1:52 flat.

That put it squarely up to Peterson in the somewhat smaller MG-Simca Special with the AC coachwork. Few of the wise guys, who run book on this deal, would give him a chance to improve his previous phenomenal time. On the 1st day of this event, no one had bettered a time of 2 minutes flat and now they were out of the money with that time. Well, Stan tightened up a few pieces of haywire and was off in a cloud of dust, in a start that seemed to be smoother and faster than the bigger machine had made. The chief announcer, **Earl Callicutt**, dramatically called off the seconds as the small machine screamed up the twisting, tortuous course. As Peterson screamed through the timing light, the announcer, in his hysterics, called the time, 1:51.8. By 2/10 of a second, a new champ was named.

Spencer had taken off on the long trek back to LA so he did not compete in the finals but his 3rd spot overall was sensational (1:55.3)! Three Morgans bettered a 2 minute time and Grace Tara had the best women's time of 2:05.4, in a Morgan.

Now, Gus, let me put you straight that this course is nothing to tackle in your Aunt Melinda's Cadillac. It is a narrow dirt and gravel road, with few spots wide enough to pass another car and many trees that were buttressed with hay bales to alleviate that initial shock. When we see pictures of those east-boulevards that are used for hillclimbs, we are wont to wonder who is kidding whom. Of course the California state laws force us to use private roads and we are still looking for an angel who will provide a wide paved road for such an event at this.

★

And How Are Your Pipes, Today?

At Cobb Mt., the only fly in the ointment was the usual Corvette beef and the omnipresent protests. This centered around three cars from the Northwest Region of SCCA which featured a Lacoon-type maze of exhaust pipes that led to nowhere and were blocked off when the cars are competing in the more finicky regions. Evidently anything goes up there, but in other regions, it only meant a mess of pipe and extra weight.

Later, the Board of the SF Region disallowed the protest, since they are not only unsympathetic with purely technical protests but it seems that the protestor was not a member of SCCA but was running as a guest and also was not in the money anyhow.

Regardless of the merits or lack of them, this protest was decidedly not sporting—to wait until the final times were in and then register a protest that was purely technical and had no merits as far as the actual operation of the cars was concerned. Why these Corvettes were actually rigged in that fashion was a mystery to all, unless the Northwest Region goes in for gadgets.

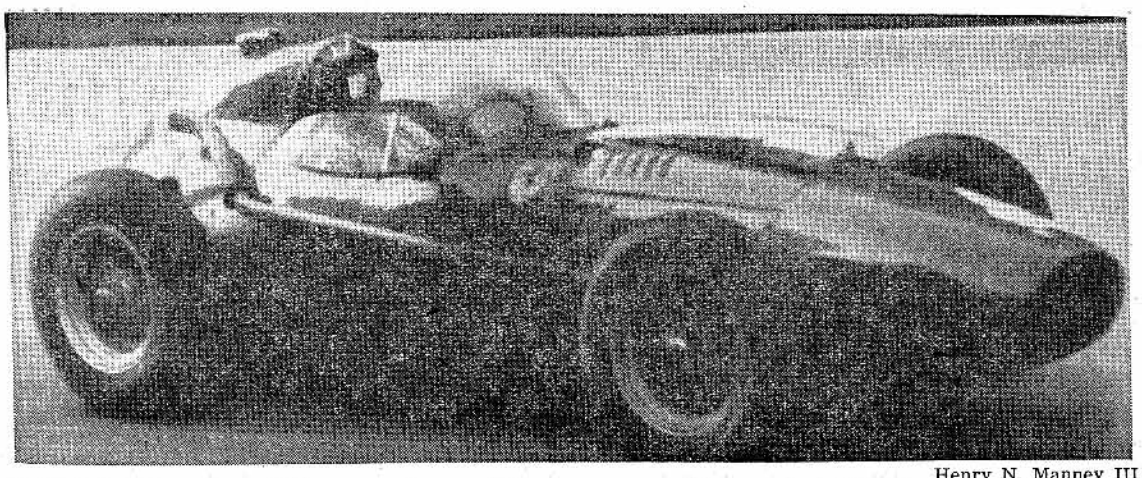
It is about time that the judgment of the tech inspectors shall be made final or all proests must be registered at each inspection and not wait until you are beaten before a squawk is registered. And this does not call for a compromise on the part of the National Contest Board. They should set it down in black and white and then make it stick. These Corvettes are a constant source of trouble—witness the many Andy Porerfield beefs and it is time that some one resolved the whole question. Either the Corvette driver is a peculiar breed that delights in bitching or else the specification are too flexible for a Philadelphia lawyer to determine the status quo or the ipso factor or sump'n.

Gus, we get the word that you are *persona non grata* with Steve Mason. Can't you get along with these promoters like Al Slonaker and the guy who dreamed up the Nevada Grand Prix. I told you not to close that deal until you heard from me.

With best regards,
tom wilson

ECONOMY RUN FOR IMPORTS

An economy run for imported cars, sponsored by General Petroleum, will be staged Oct. 17-19. The 300-mi. course will be kept secret until the day the run starts.



Henry N. Manney III

PHIL HILL'S best Formula 1 race in Europe this season was at the recent Italian Grand Prix at Monza, where he is shown booming to 3rd place in a Ferrari. Tony Brooks, Vanwall, won and Mike Hawthorn, Ferrari, was 2nd. Phil, who turned in a terrific sports car effort for the year, also turned the fastest lap at Monza at 124.7 mph. Phil has signed to drive Formula 1 and sports cars for Ferrari next year.

In the News

MORE SCCA BANS

WESTPORT, Conn. — The National Contest Board of SCCA announces the competition of the following members have been suspended for a period of 1 year for appearing professionally:

From July 4, 1958—William K. Rutan, Paul Kingsley. From Sept. 7, 1958—Arthur Bunker, George J. Constantine, Jack Ensley, Lt. Col. Robert B. Kuhn, Allen Markelson, Ray Saidel Victor Meinhardt. From Sept. 13, 1958—G. C. "Pete" Lovely.

VICTORY BANQUET

Victory banquet for the Oct. 12 Riverside will take place Monday, Oct. 13, at the Biltmore Bowl. It is the first sports car victory banquet open to the general public, and reservations may be made with the Calif. Sports Car Club, 1703 N. Kenmore, Hollywood 27. Price is $4.75 per person.

JIMMY REECE KILLED

TRENTON, N.J., Sept. 28 — **Jimmy Reece**, 28, Indianapolis, was killed here today in a big car championship race. His car shot off an embankment. **Rodger Ward**, LA, won the 100-mi. race.

PRACTICE SESSION

The Road Race Training Association will hold a driver's practice session at Hour Glass Field on Oct. 5, with Sam Hanks and Ken Miles as instructors. The RRTA caters to the beginner and no competition license is required. Any car that can pass RRTA tech inspection may run. Info: H. L. McGraw in Colton, TAlbot 5-3725.

BEHRA'S PORSCHE 1st

BERLIN, Sept. 21.—**Jean Behra** of France, driving a Porsche, won the Berlin Grand Prix here today. **Masten Gregory**, Kansas City, Porsche, was listed 3rd. Reports did not state who was 2nd.

HUNTINGTON - SHERATON

Don Ricardo's Mercedes 300SL was judged best of show at the SCCA's 2nd Huntington-Sheraton Concours d'Elegance for the Florence Crittentom Home. Top honors from the spectator's judging went to the MG TCs of Don Novak and Jack Carr.

SPORTS CARS UP TO $2400—Don Novak, MG TC; $2401-$3300—Erma Dillinder, AH; $3301-$4500—Bill Cook, Corvette.

TOURING CARS UP TO $2400—Michael Marix, Anglia; $3501-$5800—Marion Weber, Fiat Abarth; OVER $4800—Don Ricardo, Mercedes 300SL.

CLASSIC CARS, FOREIGN—Pete Foisom, 1931 Bentley; AMERICAN—Claude Grow, 1930 Ford Coupe.

ANTIQUE CARS—Howard Campbell, 1912 Marmon.

COMPETITION CARS—Bob Plass, OSCA.

BEST OF SHOW—Don Novack, Mercedes 300SL.

SPECTATOR'S SELECTION — Don Novack, MG TC; Jack Carr, MG TC.

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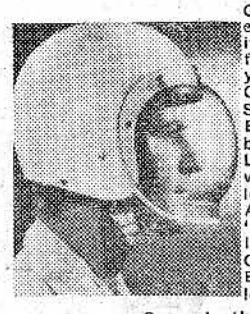

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Followup on Portugal Grand Prix

A Prince Tells of Moss' Win

Editor's Note—His becoming a father again recently kept MOTORACING's European correspondent, Henry N. Manney III, from covering the Grand Prix of Portugal. Pinch-hitting for him at Oporto was Manney's good friend, the Georgian prince, Zourab Tchkotoua, whose dispatch follows.

By PRINCE ZOURAB TCHKOTOUA

OPORTO, Portugal (Delayed)—Officially, the Grand Prix of Portugal starts on a Sunday afternoon. Unofficially, at least for me, it started on Friday afternoon as I left the La Ronda bar in Estoril after having a farewell drink with an Englishman I'd met the night before.

When I told him I was driving to Oporto, which is some 350km up the coast from Lisbon, he grabbed me by the arm and said, "My dear fellow, you are mad; be sensible and take the plane with me tomorrow morning." I told him it was quite impossible, as I planned to leave with friends in their station wagon and besides there would surely be no room on the plane.

He looked at me closely as if I were some condemned man that he was never to see again, peered around the room to make sure no one was listening, and then learned forward and and whispered in a deep solemn voice, "All Portuguese drivers think they are Fangios."

A Hectic Drive

Once on the road for Oporto, it did not take me long to see how right my conservative English friend was. The road itself is not any larger than the width of 2 donkey carts. Just imagine yourself in a station wagon which almost takes up the entire width of the road in the middle of the Mille Miglia. While a Volkwagen is passing you on the left, a 300SL roars by you on the right, half on the shoulder and half on the road. This continues all the way to Oporto.

Stirling Moss' fastest lap in practice won him pole position on the starting grid. As usual, the flying Mr. Moss (Vanwall) was 1st away at the 4 o'clock starting gun, followed closely by Mike Hawthorn and Wolfgang von Trips, both in Ferraris.

Already on the 2nd lap the distance between Moss, Hawthorn and von Trips, and the others was enormous. Hawthorn caught Moss late in the 2nd lap on the downhill series of "S" curves before taking the switchback, which leads to the short straight parallel to the sea, the grandstands and, of course, the pits.

This naturally stepped up Moss' already very rapid pace, but unfortunately the Ferrari brakes soon faded. Moss again took the lead on the 7th lap and held it to the finish. He averaged 105.03mph for the 230 miles.

Meanwhile, back in the pack Tony Brooks (Vanwall) was fighting off the continued onslaught of Jean Behra's BRM, Stuart Lewis-Evans' Vanwall and Carroll Shelby's Maserati for 3rd place until he retired on the 37th lap. Although Brook has been going extremely well this year, he never really got going at the Portugese event.

Carroll Shelby Out

After Brooks went out, the pace settled down and the finish found Lewis-Evans 3rd, Behra 4th, von Trips 5th, Harry Schell (BRM) 6th. Jack Brabham, Maurice Trintignant and Roy Salvadori brought the little 2.2-liter Cooper's home 7th, 8th and 9th in that order.

Out of 15 starters, only these 9 were to finish. Shelby, who was driving for Centro-Sud in a Maserati, was the last of 6 to retire after 47 laps when his brakes locked and he belted the hay. He had driven a fine race. The Texan was uninjured.

Graham Hill lost his Lotus on the turn called the Boavista, which is just in front of the grandstands. The car climbed a hay bale and the only real damage was to Hill's pride. Cliff Allison, who was to drive the other works Lotus before he wrecked it in practice, drove a Centro-Sud Maserati and went out on the 15th lap with clutch trouble.

Joakim Bonnier, the Swedish champion, dropped out on lap 10 with stomach trouble.

Tough for Hawthorn

Hawthorn, although handicapped by failing brakes, put up a terrific battle and through the entire race was only a few seconds behind Moss. On the 49th and next to last lap, Hawthorn spun out on a 90-degree turn which leads to an uphill straight. The indomitable Mike climbed out of his car, pushed it back on the course, started it up and still managed to finish 2nd.

Also with his brakes almost completely gone, he managed fastest lap (110.75mph), bettering Moss' time by almost a kilometer per hour. I think Hawthorn might have won had his brakes held out.

ON HIS arrival from Europe last week after his best season of European racing, Phil Hill, left, is presented a scroll that made him Lord Mayor of Santa Monica, his home town, by Councilman Wellman B. Mills, mayor pro tem of the beach community. Phil was met by a number of fans at LA Intl. Airport.

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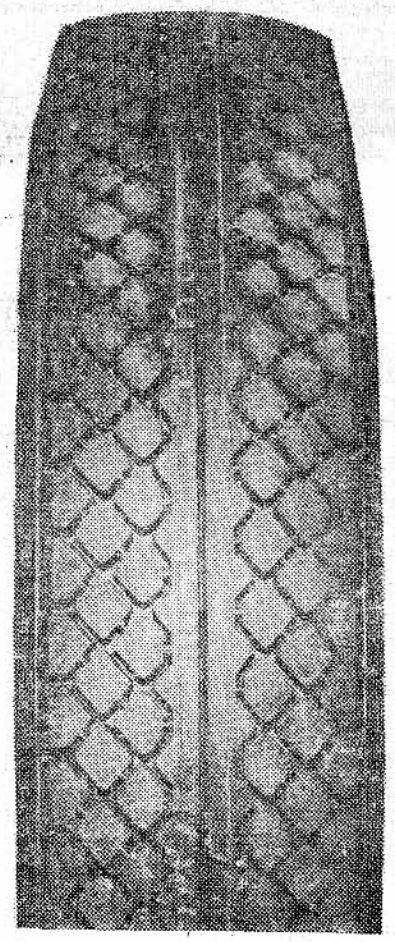
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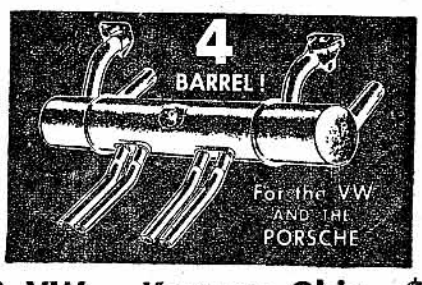

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6-Mos. Ban for Forbes-Robinson

The Contest Board of the Calif. Sports Car Club, of which he is a member, has suspended E. Forbes-Robinson, Glendale driving ace, for 6 months.

At the Santa Barbara races, one of the cars selected for a teardown by the CB was Sam Taylor's MGTD, entered in a race other than the one in which Forbes-Robinson raced Ken Swanson's MGA.

Refusing to allow the teardown, Taylor protested the MGA. Swanson also refused to allow the teardown, claiming Taylor had no right to protest a car in another race.

Net result of all the charges and countercharges: Taylor banned 1 year for refusing his car to be torn down and his attitude toward the CB; Swanson banned 1 year for refusing a teardown, and Forbes-Robinson 6 months for being driver of Swanson's car.

Rugged Edgar Entry at Nassau

NASSAU, Bahamas, Sept. 17—Out of 103 applications, 50 have been invited for the Nassau Trophy Race during Bahamas Speed Weeks Nov. 29-Dec. 8.

The John Edgar team now consists of Carroll Shelby and Jim Rathmann, the big Monza winner. Edgar has entered a Lister Maserati, a Pontiac-Maserati and a Ferrari. Al Dean may enter the Lister-Corvette he bought from Tom Carstens.

Names of the 40 who have been invited have been published in past issues of MOTORACING. Here are the latest 10:

	DRIVER	HOME TOWN	CAR	CC	NO.	CLASS
*41	Thomas M. O'Brien,	Wyckoff, N. J.	Alfa Romeo	1290	51	F GT
42	Jim Jeffords,	Milwaukee, Wisc.	Corvette	5300	14	B GT
*43	Warren Jacobs,	Teaneck, N. J.	Ferrari	2999	56	D
*44	William Sturgis,	Gardnersville, Nev.	Ferrari	2996	58	D GT
43	Jim Rathmann,	Miami, Fla.	Mas-Pontiac	4310	88	C
*46	Ray Anderson,	Hasbrouck, N. J.	Alfa Romeo	1290	57	F GT
47	Paul Bailey,	Scottsdale, Ariz.	Porsche	1498	21	F GT
48	Carroll Shelby,	Dallas, Texas	Lister-Maser			
*49	Don Sesslar,	Lancaster, Ohio	Porsche RS	1498	74	F
50	Joe Sheppard,	Tampa, Fla.	Porsche RS	1498	66	F

*Invited for the first time—26GT entries accepted to date.

SAN DIEGO

(Continued from Page 2)

Harn, Corvette; 3) Fred Grant, Corvette. Class BP, Bondurant; Class CP, Bill Love, Jag. XK120. RACE 16, MOD. UNDER 1500cc—30 laps, 54 mls., 50.49.6, avg. 63.75mph: 1) Jack McAfee, Porsche RS Spyder; 2) Joe Playan, Porsche RS Spyder; 3) John Davis, Porsche RS Spyder. Class FM, McAfee; Class GM, Jock Ross, Cooper Climax; Class FP, Ronnie Bucknum, Porsche: Class HM, Harry Jones, DJ Spec. RACE 17, MOD. OVER 1500cc—35 laps, 63 mls., 58.41.4, avg 64.4mph: 1) Dick Morgensen, Ferrari TR 250; 2) Joe Playan, Porsche RS Spyder; 3) Josie McLaughlin, Ferrari; 4) Stan Sugarman, Porsche RS Spyder; 5) Jack McAfee, Porsche 1600 RS Spyder; 6) Jack Nethercutt, Ferrari TR 500; 7) John Timanus, Lotus Mk. VIII s/c; 8) D. D. Michelmore Porsche Carrera; 9) Cee. Duncan, TR Spec; 10) John Davis, Porsche Spyder.

RALLY VICTORY BANQUET

Victory banquet for the $12,500 American Intl. Rally, Nov. 4-7, will be held Nov. 8 in the fashionable new Nautilus Room of the Miramar Hotel in Santa Monica.

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RACE CALENDAR

4-5—Vaca Valley Nat'l. Road Races, SCCA, S.F. reg.
4-5—Virginia Intl. Raceway, Danville, Va., SCCA, Danville reg.
5—Drivers' Training Session, Hour Glass Field near San Diego, RRTA, Rt. 1, Box 412, Colton.
5—Jag Drags & Slalom, San Fernando Drag Strip, 8 a.m. Vilem B. Haan, BR 2-4455.
11-12—Pro road races, USAC & CSCC, Riverside Intl. Motor Raceways.
11-12—Tex's Region Roundup Races, SCCA, Texas Reg., Eagle Mtn. Nat'l. Guard Base, Fort Worth.
18-19—Lime Rock (Conn.) road races, SCCA, N.Y. reg.
19—Moroccan G.P., FIA, Casablanca.
25-26—Minden sports car races, CSCC, Minden-Gardnerville Airport, near Reno, Nev.
26—1st Riverside Field Day, FCCA, RIMR, Riverside.

NOVEMBER

1-2—Palm Spring road races, SCCA
8-9—Laguna Seca Natl. road races, Ft. Ord, CSCC.
9—Venezuelan sport car G.P., F.I.A., Caracas.

Concours d'Elegance

OCTOBER

12—SCCA (S.F. Reg.) and Peninsula Kiwanis C de'E, Palo Alto, Stanford Shopping Center, 9 a.m.

NOVEMBER

5-16—Turin (Italy) Auto Show.

COMPARATIVES

I took avoiding action.
You were a little hairy.
He is a squirrel, and spun off the course.

SCCA TIFF

(Continued from Page 3)

individuals who were speaking for the entire region."

Walsh Comments

Ed Walsh, National SCCA president, said in St. Louis: "We must wait to see what are the most tactful and diplomatic steps to be taken. Apparently this is not the general wish of the majority. We must wait to see if there is a definite trend next week and see how we can iron things out. Calls have been received requesting the San Francisco charter continue as in the past under SCCA."

LANCIAS IN DEBUT

Advance showing of the new Lancia is set for Oct. 9 at the showrooms of Hoffman of Calif., 9130 Wilshire Blvd., Beverly Hills, with the public showing following on Oct. 11. Fifteen Lancias will be on display.

Charles Nebel, western sales manager for Hoffman, returned from Europe last week with glowing praise for the Italian car.

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Ray Crawford	Chevy-Kurtis	Joe Zidar
Lance Reventlow	Chevy-Scarab I 5500c	Lance Reventlow
Chuck Daigh	Chevy-Scarab II 5500cc	Lance Reventlow
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Dusty Miller	Maserati 150S 1496cc	Dusty Miller
Bill Pollack	Lister-Chevy 5733cc	Dean Van Lines (Al Dean)
Carroll Shelby	Lister-Maserati 5800cc	John Edgar Enterprises
Jim Rathmann	Maserati-GM Exprmntl.. 6300cc	John Edgar Enterprises
Masten Gregory	Monza-Ferrari 4896cc	John Edgar Enterprises
John von Neumann	4.1 Ferrari 4100cc	Ferrari Rep. of Calif.
Phil Hill	4.1 Ferrari 4100cc	Ferrari Rep. of Calif.
Richie Ginther	3.0 Ferrari 2996cc	Ferrari Rep. of Calif.
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Bill Krause	D-Jagular 3888cc	Frank Millard Sports Car*
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Bobby Unser	Chev Hot Rod Mag. 1	Hot Rod Magazine*
Clem Proctor	Chevy Spec. 4640cc	Clem Proctor
Ken Miles	Porsche Spyder-RS 1596cc	Precision Motor Cars
Billy Cantrell	Meyer-Drake Spec 1714cc	Niel Thuesen
Chuck Towers	Buick-Kurtis 5120cc	Chuck Towers
Troy Ruttman	Buick-Kurtis 5120cc	Bill Murphy
Max Balchowsky	Balchowsky Buick Spec. 5250cc	Motor Trend
Johnnie Parsons	Porter-Corvette Special 4936cc	Chuck Porter
Mickey Thompson	Cadillac-Kurtis	Mickey Thompson
Bob Drake	Cooper-Climax 1500cc	Joe Lubin
Pete Lovely	Lotus 1100cc	Team Empire
Ralph Orsmbee	HWM Chev. Special	Team Empire
Dr. Frank Becker	2 liter Ferrari 1985cc	Team Empire
George Keck	Porsche Spyder RS 1498cc	Team Empire
Pat Pigott	Lotus 1500cc	Team Empire
Lew Florence	Lotus 1100cc	Team Empire
Tom Meehan	Porsche-Cooper 1587cc	Team Empire

*Sponsor

Riverside Race Facts

What—United States Grand Prix for sports cars, 200 miles. Prize money $12,500. Sanctioned by the US Auto Club and approved by the FIA.

Where—Riverside International Raceway, located 5 miles east of Riverside off Highway 60.

When—Saturday and Sunday, Oct. 11-12. Gates open 8:30 a.m., both days.

Time—Qualifying trials on Saturday, 9 a.m.—4 p.m.

Sunday, 50-mile race for amateur drivers in production cars, 12 o'clock noon; 25-mile race for amateur drivers in production cars under 1400cc, 1 o'clock; 200-mile U. S. Grand Prix for sports cars, 2 p.m.

Prices—Saturday, Oct. 11—General admission $1.50; servicemen in uniform 50c, children 12 and under 50c.

Sunday, Oct. 12—Reserved sections, including admission and parking $4; general admission $3; servicement in uniform $1, children 12 and under $1.

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